

Appendix C.

Implementation of

Strategies

Some of the communities in the Route 22 Corridor use methods other than their master plan, zoning, and subdivision regulations to implement some of the strategies described in Section 3. The communities and the regulation or process they use are listed here. The Corridor Management Plan recommends that some of these processes be formalized to ensure continuity over time.

Town of Pawling

Right to Farm Legislation - Town Code

Farmland Tax Relief - Agriculture Districts are defined by Dutchess County

Purchase of Development Rights - Used on the Deerfield Ponds Development

Land Acquisition through Land Trust - Town encourages this through private entities (Oblong)

Rear/side parking - Site Plan Review

Landscaping - Site Plan Review

Medians - Site Plan Review

Corner sight distance - Site Plan Review

Defined/limited number of driveways - Site Plan Review

Focus on growth areas - pedestrian amenities - Site Plan Review

Town of North East

Rear/side parking - Site Plan Review
Landscaping - Site Plan Review
Developer paid professional services - Fee Schedule
Regional impact assessment – SEQR Process
Shared driveways - Site Plan Review
Corner sight distance - Site Plan Review

Village of Millerton

Rear/side parking - Site Plan Review
Landscaping - Site Plan Review
Developer paid professional services - Fee Schedule
Regional impact assessment - SEQR Process
Shared Driveways - Site Plan Review
Parking lot connections - Site Plan Review
Corner sight distance - Site Plan Review
Landscaping - Site Plan Review

Appendix D.

Level of Service Analysis

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TABLE D-1.
LEVEL OF SERVICE ANALYSIS AND DELAY: SIGNALIZED INTERSECTIONS (P.M. PEAK)

| Intersection | | Existing LOS (Delay) | 2020 LOS (Delay) | 2020 Optimized LOS (Delay) | 2020 Optimized with Geometric Improvements LOS (Delay) |
|--|------------------|-------------------------|---------------------|-------------------------------|---|
| Route 22/Aikendale Road | Lane Group | | | | |
| | | C (25.1) | C (32.5) | C (31.9) | |
| | WB left | C (27.0) | C (27.5) | D (36.8) | |
| | WB through/right | C (27.1) | C (28.0) | B (15.8) | |
| | NB left | B (18.8) | B (18.8) | C (31.1) | |
| | NB through/right | C (27.3) | D (38.9) | D (36.9) | |
| | SB left | B (13.2) | C (20.8) | C (34.7) | |
| | SB through/right | C (23.5) | C (26.2) | C (25.6) | |
| Route 22 & CR 67 (Quaker Hill Road/East Main Street) | | C (21.1) | C (27.2) | C (27.2)* | C (21.1) |
| | EB all | C (32.3) | D (39.3) | D (39.3) | — |
| | EB left/through | — | — | — | C (20.7) |
| | EB right | — | — | — | C (26.5) |
| | WB all | C (23.2) | C (24.0) | C (24.0) | C (21.1) |
| | NB left | B (14.9) | C (27.5) | C (27.5) | B (19.7) |
| | NB through/right | B (16.6) | C (25.1) | C (25.1) | B (19.6) |
| | SB left | B (19.1) | C (22.9) | C (22.9) | B (18.9) |
| | SB through/right | C (22.0) | C (23.9) | C (23.9) | C (21.5) |
| Route 22/Coulter Avenue/Pine Drive (1988 counts) | | B (16.6) | D (43.5) | C (27.6) | |
| | EB all | C (23.1) | C (27.7) | D (39.6) | |
| | WB all | C (20.6) | C (20.8) | D (38.6) | |
| | NB all | B (18.3) | E (67.6) | C (29.0) | |
| | SB all | B (11.1) | B (13.8) | B (19.9) | |
| Route 22/ Wheeler Road (HVPC) | | B (18.0) | C (29.1) | B (11.6) | |
| | EB all | B (13.3) | B (13.1) | C (27.7) | |
| | WB all | B (12.7) | B (12.6) | C (25.8) | |
| | NB all | C (21.0) | D (38.3) | A (8.4) | |
| | SB all | B (15.1) | B (16.1) | B (12.7) | |
| Route 22/CR 21 (Pleasant Ridge Road) | | B (16.4) | B (19.7) | B (17.9) | C (26.5) |
| | EB all | B (18.3) | B (19.6) | C (24.9) | C (26.9) |
| | WB all | B (18.1) | B (18.7) | C (23.3) | B (18.5) |
| | NB all | B (14.7) | B (18.4) | B (14.1) | C (25.6) |
| | SB all | B (16.5) | C (21.5) | B (16.1) | C (34.1) |
| Route 22/Mill Street | | C (26.5) | E (60.6) | C (30.0) | C (23.4) |
| | WB all | C (29.7) | C (31.8) | F (>80.0) | — |
| | WB left | — | — | — | C (31.0) |
| | WB right | — | — | — | C (32.5) |
| | NB through/right | C (32.3) | F (>80.0) | C (27.9) | C (31.0) |
| | SB left | A (9.9) | B (12.9) | D (46.6) | B (19.8) |
| | SB through | B (19.5) | C (22.8) | A (4.6) | A (8.5) |
| Route 22/Route 343/Route 44 | | B (19.7) | D (50.5) | D (50.5)* | B (19.6) |
| | EB all | C (20.7) | D (37.9) | D (37.9) | — |
| | EB left | — | — | — | B (18.0) |
| | EB through/right | — | — | — | B (15.0) |
| | WB all | B (19.3) | C (24.2) | C (24.2) | B (19.3) |
| | NB all | B (18.3) | C (27.0) | C (27.0) | C (23.3) |
| | SB all | C (20.6) | F (>80.0) | F (>80.0) | — |
| | SB left | — | — | — | B (17.7) |
| | SB through/right | — | — | — | B (18.3) |
| Route 22/Route 44 | | C (20.7) | C (27.1) | C (27.1)* | C (28.6) |
| | WB all | C (21.0) | C (26.1) | C (26.1) | C (26.6) |
| | NB all | B (19.1) | C (21.1) | C (21.1) | C (32.8) |
| | SB all | C (22.0) | D (36.0) | D (36.0) | — |
| | SB left | — | — | — | C (33.4) |
| | SB through | — | — | — | B (15.4) |

* The LOS could not be improved for these intersections by adjusting the existing signal timing or phasing.

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TABLE D-2.
LEVEL OF SERVICE ANALYSIS AND DELAY: UNSIGNALIZED INTERSECTIONS

| Intersection | Lane Group | Existing P.M. Peak LOS (Delay) | 2020 P.M. Peak LOS (Delay) |
|--------------------------------|------------|-----------------------------------|-------------------------------|
| Route 22 / Route 55 NB On-ramp | | A | B |
| Route 22 / Route 55 SB On-ramp | | A | A |
| Route 22 / Route 55, Wingdale | | | |
| | WB | C (16.4) | D (27.5) |
| | SB | A (8.5) | A (9.2) |
| Route 22 / Route 343 South | | | |
| | EB | B (13.9) | C (22.0) |
| | NB | A (8.9) | A (9.2) |
| Route 22 / Route 343 North | | | |
| | EB | C (16.4) | C (22.8) |
| | NB | A (8.2) | A (8.6) |

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